(b) During the above period, 828 persons died in train accidents and a sum of Rs. 332.80 lakh was paid as compensation to the next of kin of the identified dead.

(c) As per the findings of the inquiry Committees, including those of Commissioners of Railway Safety, 1058 accidents resulted from human failure.

(d) During the period in question, 2280 railway staff, including Senior Supervisory officials, were given punishments, including dismissal, removal, compulsory retirement, reversion in grade and rank and minor penalties for their lapses causing accidents.

**Sale of Scrap by Railways**

2418. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the total realisation by the Railways by sale of scrap zonalwise;

(b) what is the total quantity of stock of scrap the Railways is holding zonalwise and its approximate value; and

(c) whether Railways can consider floating of subsidiary of Railways to establish Mini Steel Plant, to use its scrap, to augment its resources ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) Sale proceeds of scrap zone wise during 1993-94 are given below:—

| Railway | 1993-94 (Rs. in crores) |
|---|---|
| Central | 110 |
| Eastern | 96 |
| Northern | 135 |
| North Eastern | 32 |
| Northeast Frontier | 22 |
| Southern | 97 |
| South Central | 104 |
| South Eastern | 106 |
| Western | 110 |
| Production Unite | 38 |
| TOTAL : | 850 |

(b) Accrual and disposal of scrap on the Railways is a continuous process throughout the year and therefore, holding remains changing. Approximate holding at the end of March '94 under different categories was as under:—

| | Quantity (In mts) | Value (Rs. In crores) |
|---|---|---|
| 1. Rails | 29306 | 21.60 |
| 2. P. way scrap | 15764 | 8·82 |
| 3. Other Ferrous | 28818 | 18.06 |
| 4. Non-Ferrous | 2374 | 9.89 |
| 5. Wagons In (nos.) | 3401 | 12.11 |
| 6. Coaches (In nos.) | 329 | 2.06 |
| 7. Locos (In nos.) | 184 | 7.80 |
| | | 80.34 |

(c) No, Sir.

**Defective Alarm System in Mumbai-Howrah Mail**

2419. SHRI SATISH PRADHAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the illfated sleeper coach of Mumbai-Howrah Mail had defective emergency alarm system ;

(b) whether it is a fact ihat there was no attendant in the sleeper coach;

(c) whether it is also a fact that some railway employees had admitted unauthorised passengers in the compartment on financial considerations, as a routine practice ; and

(d) whether all the victims of the accident have been considered for compensation.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) No, Sir.

(b) 8001 Dn Mumbai Howrah Mail was manned by TTEs on its journey from Mumbai-Bhusaval-Nagpur-Durg to Jharsuguda. At Chakradharpur station, Howrah based T.T.E.s of Kharagpur Division were available for manning the train for further journey. There was no TTE between Jharsuguda and Chakradharpur, which is covered during the late night with one stoppage at Rourkela only, where normally, very few passengers board the train. Manning of this train between Iharsuguda and Chakradharpur has also been arranged.

(c) Against the charted capaci:y of 81 passengers, 83 passengers were occupying the coach. Some of the passengers were travelling with irregular tickets.

(d) The heirs of the dead and also the injured are entitled to compensation. They however, have to file ths'r claims in the Railway Claims Tribunal, Patna Bench as per the rules. In the meantime an amount of Rs. 2,87,500 has been paid as ex-gratia by the railways to tfce victims.